



In the client library in which the books have been found intact was at Herculaneum, and contained about 1,800 volumes.

Grand Coulee Dam contains enough concrete for a highway from New York to Seattle, and back via Los Angeles.

Owens Ill Glas
Pan Am Air ..
Penn R R
Proc and Gam
Pure Oil
R C A
Repub Stl
Sears Roeb ..
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Std Brands ..
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Unit Air
U S Rubber ..
U S Steel ...
Warner Bros
W Va P and
West Unlnn A ..
West El and N
Woolworth ...

LT. KISNER REPORTED MISSING IN ACTION FOR SECOND TIME

Is Brother Of Local Resident

Lt L E Kisner, Jr., of Frank, a brother of Mrs. Franklin J. Widmer of this city, is reported "missing in action over Belgium", according to a notice received by the young lieutenant's parents, Mr. and Mrs. L E Kisner, of Frank.

Lt Kisner was a bombardier in the 9 Army Air Force. He has been awarded the Distinguished Flying Cross, the Air Medal with four Oak Leaf clusters and the Purple Heart.

This is the second time Lt. Kisner has been listed as "missing in action". Some three or four months prior to the last notification, his plane was shot down but he managed to get back to England safely. A note received by Mrs. Kisner from a navigator of the squadron in which he was a member, stated that he had just been on leave when the flight was made.

but he had learned that the plane, in which her son and five crew members were occupants, was disabled and dropped out of formation over Belgian territory. He was reported by the War Department as "missing as of May 25."

Lt. Kisner is the first member of Elkins Lodge No. 1135, B.P.O. Elks to be listed as missing or killed in action. Lt. Col. Robert Wolverton has been listed as "missing in action" as of June 6. No further word has been received from either of the officers. Lt. Col. Wolverton was a paratrooper.

Lt. Kisner has two other sisters, Mrs. Eugene Lawton, of Atlantic City, N. J., and Pauline, at home, and one brother, William, who was recently inducted into the service. Mrs. Lawton was the former Geraldine Kisner, who attended Davis and Elkins college and was employed here for sometime. Lt. Kisner was formerly employed by the Western Maryland railway company.

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Had Been Reported Missing in Action

Mrs. Franklin J. Widney learned this morning that her brother, Lt. L. E. Kiser, Jr., of Frank, reported "missing in action" on May 25, over Belgium, cabled his parents this morning "Am O. K. Have written. Will See You Soon. Don't Worry About Me. Love." signed, "Your Son."

L. Kiser was overseas 14 months when he was reported missing by the War Department. He was a bombardier on a B-26 Marauder plane.

Dr. and Mrs. Widney and daughter Marsha Kaye and Mrs. Widney's sister, Mrs. B. E. Lawton, have returned from Atlantic City where the Widneys were guests of Mrs. Lawton. Her husband is in the Navy.

A brother of Mrs. Widney and Mrs. Lawton, Pvt. William Kiser, is stationed at Fort McClellan, Ala., a soldier at his home at Frank-

Mrs. L. E. Kisner of Frank, Pocahontas county, have been notified that their son Lieut. L. E. Kisner, Jr., is reported "missing in action over Belgium."

Lieut. Kisner was a bombardier-navigator in the 9th Army Air Force. He had been awarded the Distinguished Flying Cross, the Air Medal with Four Oak Leaf Clusters and the Purple Heart.

This is the second time Lieut. Kisner had been listed as "missing in action." Some three months prior to the last notification, his plane was shot down but he managed to get back to England safely.

A letter received by Mrs. Kisner, mother of the young navigator from a pilot squadron in which he was a member, stated that he (the pilot) was on leave at the time the flight was made but he had learned that the plane, in which her son and five crew members were occupants, was disabled and dropped out of formation over Belgium territory. He was reported by the war department as "missing as of 1 Mar 25."

OCTOBER 2, 2001

Club



Courtesy photo

820 **Pilot Robert Felt**, far left, seen here with his crew in 1943. Felt was shot down over Belgium May 24, 1944. He and his crew bailed out of the plane.

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Lieut. Kisner Decorated With Marauder Crew

(Continued from Page One)

could not be operated under its power.

Prepare to Bail Out

"Some 10 miles off the English coast the left engine cut, too. I told the crew to prepare to bail out, and put the ship in a glide. We worked to get the left engine going again, and finally it caught.

"We were down to 2,000 feet as we crossed the English coast. We were losing altitude steadily. At 1,500 feet, about four miles from where we hit the coast line, the left engine let go entirely. Meanwhile, everything had become soaked in gasoline from the gas that was sloshing out of the punctured tank. If we had tried a crash landing the first spark would have meant an explosion.

"I ordered the crew to bail out. The co-pilot hesitated at the open bomb bays. He came back to ask me was I going to jump or try to set it down. I told him to get going, that I was, too. I tried to set a course away from a town and building. I hurried back and went out, too. We were pretty low, somewhere between 1,000 and 1,500 feet.

"I was pulling the ring and was holding my hand with the ring. I was holding it and I was holding it so hard I will never forget it. I will never forget it the rest of my life.

time the chute opened. I looked toward the plane, which had lost altitude rapidly and was swinging around in a descending turn to the left. It was in the next field. It burned completely."

Members of the "Liberty Lady's" crew who have been recommended for awards are: Second Lieutenant Ross Oakley, co-pilot, Westwood Village, Calif.; Second Lieutenant Kisner, bombardier-navigator, Frank, W. Va.; S. Sgt. Lloyd Arthur, radio gunner, Saratoga, Ind.; Sgt. Martin Dishong, tail gunner, Everett, Pa.; and S. Sgt. Woodrow Laubey, engineer gunner, St. Joseph, Mo.

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16 December 1944

28 January 1945



BATTLE OF THE BULGE

LOYAL MEMORY

BELGIUM REMEMBERS

The people of Belgium pay tribute to all those who took part in the liberation of the country, in 1944-1945.

We remember with deep sorrow those who died and those who were wounded.
We are indebted to their bravery.

Out of their sacrifice comes our freedom.

To the gallant veterans we say:
"Thank you, we will never forget you."

Date: September 11, 2001

For C.R.I.B.A.:

[Handwritten signature]

POW

J. Pothen
8 Sur les Roches
B-4960 Malmedy
Belgium

Malmedy, le 14-09-2001

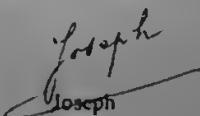
Mr L.Kisner
P B Box 246
DURBIN
W.V. 26264
U S A

Dear Sir,

The C R B A. (Center of Research on the Battle of the Bulge) has the honor of sending you the enclosed diploma for the part you played in the victory of the Allied troup during the WWII

This diploma is reserved, usually, to the soldiers that fought during the Battle of the Bulge but we send it to you as an exceptional mark of sympathy and gratefulness

With my sincere and friendly congratulations



Joseph

Enclosed you will find information on the activities of the CRIBA

we will make
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is nothing else that will

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WEDNESDAY WAS STORED

DIGITAL PHONE!

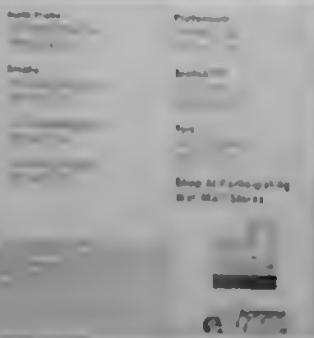
5 \$39* AND ABOVE
OFFER ENDS SOON!



ALLTEL

LONG DISTANCE

PAGING



POW

from Page A1

"I knew I would survive," Felt said. "I knew the war was going to end soon. I never gave up, because I knew I would make it out of there."

Felt said he dreamed vividly during that time.

"And they weren't about pretty girls, either," Felt said smiling. "Usually about a big bowl of mashed potatoes. The only potatoes we got in the camps were rotten."

Felt said he knew the end of the war was near because he could hear the troops fighting.

"One day we woke up and a tank and troops were taking over the camp. Then the American flag went up," Felt said. "It was the most beautiful sight I have ever seen."

About six weeks later, Felt arrived at his parents' home near Wakefield.

"I really felt sorry for them because they didn't know if I was alive or dead. At least I knew I was alive," Felt said.

Felt then sent a letter of application for the Caterpillar Club.

The elite club is for those who have used parachutes to save their lives. It is called the Caterpillar Club because during World War II, parachutes were made of silk.

"I received a reply saying they needed two witnesses of my escape," Felt said. "I just gave up after that."

Fifty years later, he was talking with the bombardier of the plane, Lloyd Kisner, with whom he corresponds two or three times a year. He is the only other member of the crew still living.

"He asked me if I was in the Caterpillar Club and I told him what had happened," Felt said.

About three weeks ago, Felt received his official Caterpillar Club certificate and pin.

"I figure Kisner probably did it," Felt said.

Kisner had his niece do some research to get Felt the honor he had earned.

"I always felt I belonged to the club," Felt said. "I am happy that I can finally say I do."

HEINEMAN

from Page A1

Johanns said Heineman will assume Maurstad's role as the state's liaison to the federal government and will take on a new role of coordinating the state's anti-terrorist planning in light of the recent attacks on the East Coast.

Heineman, 53, lives in Fremont. He was born in Falls City and graduated from Wahoo High School. He also graduated from the U.S. Military Academy at West Point in 1970 and served in the U.S. Army for five years.

He was the executive director

of the Nebraska Republican Party, office manager for U.S. Rep. Doug Bereuter's Fremont office and chief administrative aide to former U.S. Rep. Hal Daub before running for the state treasurer.

Johanns, who has not formally announced that he will seek a second term, said Heineman will be his running mate if he runs.

Giving the lieutenant governor a larger role has become more important since voters approved a measure in November changing how the position is filled.

The lieutenant governor used to run independently in the primary election. Now, the governor and lieutenant governor will run on the same ticket.

Byrd said she had not decided if she will run for treasurer next year.

"That's a premature thought for me," she said. "This has moved very, very quickly."

While the lieutenant governor's main duty is to preside over the Legislature, most of the office's holders historically were mostly limited to ribbon cuttings and ceremonial pomp.

That changed in the past 10 years, however, when Maxine Sund and then Kim Robek began playing larger roles in the past 10 years under then Gov. Ben Nelson.

The job's responsibilities have expanded even more since Johnson took office in 1999.

Johanns made \$1,100 a month in in-

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16 December 1944



28 January 1945

BATTLE OF THE BULGE

Loyd KISSINGER

BELGIUM REMEMBERS

The people of Belgium pay tribute to all those who took part in the liberation of the country, in 1944-1945.

We remember with deep sorrow those who died and those who were wounded.

We are indebted to their bravery.

Out of their sacrifice comes our freedom.

To the gallant veterans we say:

"Thank you, we will never forget you."

Date: September 11, 2001

For C.R.I.B.A.:

11/11/01
C.R.I.B.A.

16 December 1944



28 January 1945

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"Thank you, we will never forget you"

Date: September 11, 2001

Far C.R.I.B.A.

What we would like all Marauder families to do!

In the belief that Marauder history is important enough to be preserved and made available to future generations, we urge all Marauder Veterans and their families to take the following instructions;

1. Consider that anything that you hold that relates to your WWII experience is valuable.
2. To whatever extent you can, identify each item that you have. This particularly includes providing whatever caption that you can to photographs. Ideally each such item should have information that identifies who, what, where and when. Any of this information makes the item more useful.
3. Prepare all of your holdings for transfer to our archive, The PIMA Air and Space Museum, by being sure that each item holds the name of the donor, is wrapped carefully and sent to our - your - archive.
4. Send it to PIMA!

Scott Thompson
Archivist, Pima Air & Space Museum
6000 E Valencia Rd
Tucson AZ 85706

Amsterdam/Schiphol missions in autumn 1943. For further information do not hesitate to contact me.

Hoping to hear from you, or any other Marauder Men, I wish you a merry Xmas and the very best for 1995!

Rob van den Nieuwendijk.

[go back to Manuscript menu](#)

failed to return, 5 returned on one engine and 3 crash landed. Nr. 386 Bomb Group had 52 aircraft over target of which 35 had damage category A, 1 had AC, 1 failed to return and 1 crash landed. And nr. 387 Bomb group had 46 aircraft over target of which 15 had damaged A and 4 AC.

It had been a morale boosting mission: the Marauder could take it! The very next Marauder mission was on 20 December 1943 - the 100th mission. Since 16 July 1943 about 6,700 sorties had been flown, during which 21 aircraft did not return: 0.3% losses - the lowest losses in all operation areas.

This story had a tail - Schiphol (recently voted as the best civil airfield of the world again) is developing to the mainport of Europe; the Dutch economic spearhead. It is feared that there are still unexploded bombs in the Dutch ground near Schiphol. Developments are planned and carried out carefully. Intensive research has been undertaken in order to locate the "forgotten" bombs. Since 1989 over 10 bombs have been uncovered and detonated. Just recently, on 3 November 1994 (another coincidence), the NV Luchthaven Schiphol, the gemeente Haarlemmermeer (municipal) and the Explosieven Opruimingsdienst (bomb squad) signed agreements on removing future explosives located at Schiphol.

I trust that this information is of interest to all Marauder Thunder readers, especially those Marauder Men who participated in the

Wing (nrs. 322 and 386 Bomb Group) attacked with 72 planes first at 14.36 hour" - aiming on the intersection of the two runways. The flak was intense, accurate and hot. Nr. 99 Combat Wing (nrs. 323 and 387 Bomb Group) carried out the second attack with 72 aircraft at 14.53 hours. The "Raunehy Pascal" of 323 Bomb Group and 455 Bomb Squadron, piloted by I/Lt. Piper, was hit by flak and last seen over the Northsea, losing height rapidly. The entire crew is still missing. For the third and last attack all four Bomb Groups participated with 18 planes each from 15.04 hours the Marauder Men bombed target. 386 Bomb Group, led by Maj. Sherman Beaty of 5S5 Bomb Squadron, was the last unit over Schiphol. Flak was extremely heavy deputy Capt. Raymond Sanford in "Hell's Fury" was directly hit and crashed in Amstelveen/Aalsmeer. The entire crew, except Sanford, lost it's life. Sanford was wounded and taken POW and survived the war.

Some German fighters had tried to attack the bombers, but their reaction was weak. In combats with Polish 306 and 315 Squadrons one Spitfire was shot down for two claimed destroyed German fighters. The results of this raid were devastating. In 30 minutes about 780 1000 lb GP's had been dropped on Schiphol's runways: the heart of the airfield. It was put out of action for the rest of the war. The flak damage had been high: nr. 322 Bomb Group had 50 planes of target, of which 34 and damage category A and one crash landed B26. Mr. 323 Bomb Group had 52 aircraft over target of which 35 had damage category A, 10 had AC, 1

of II./Jagdgeschwader 3 (stationed at Schiphol) made attacks on the B26's. Escorting Spitsfires did a good job: various Me-109's were claimed as destroyed. All allied aircraft returned home safely.

On 3 November 1943 nrs. 322, 3Z3, 386 and 387 Bomb Group detailed 18 aircraft each. After a frightful bomb-run, during which Bugs Bunny, piloted by Capt. Anthony Geiser (323 Bomb Group and 456 Bomb Squadron) was directly hit by flak, Schiphol was bombed by 65 Marauders. Due to the heavy flak, the results were poor; only 7 bombs in target area. on the route out the Me-109's of II./Jagdgeschwader 3 attacked the Marauders again. In dogfights with Spitsfires "mainly of the Canadian Digby Wing) a total of 13 were destroyed, 2 probably destroyed and 2 damaged. Of these the Marauders claimed: 3 destroyed, 1 probably destroyed and 1 damaged. Actual German losses: 7 Me-109's lost over Northsea and Zandvoort area. The Luftwaffe lost Major Kurt Brandle, leader of II./Jagdgeschwader 3, a German ace with 180 victories and over 650 combat missions - a heavy blow for the Luftwaffe. This attack was discussed on high level in order to prevent further heavy losses and defend the Reich.

After poor results on 3 November 1943 the next attack was set on ~~15 December 1943~~ 16 December 1943. Nrs. 322, ~~323~~ 386 and 387 Bomb Group detailed 54 planes each - a total of 216 (maximum effort); the largest number detailed by B26'S to one single target till that date. Each B26 carried 4 x 1000 lb GP's. The attack was planned in three waves. Nr. 98 Combat

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Schiphol

Donor	Original Source	PIMA ID	Donor ID	Category
Richard P. Ellinger	Rob van den Nieuwendijk	na	OCR-G-MS-1713	CT-MS

Introduction:

Schiphol, as many accounts from Marauder Men will confirm, was one of the most heavily defended airfields that the Germans held during WWII.

This account is by an **"amateur historian of the airwar over Holland during WWII."** Rob van den Nieuwendijk, documents B-26 Missions against this airfield. The following is from an OCR scan that is considered quite accurate.

DECEMBER 1994

Schiphol

G.A.M. van den Nienwendijk

I enjoy receiving and reading Marauder Thunder very much - it reflects interesting aspects of the history of the B26 a bomber with a tremendous and (almost) forgotten past; the B26 MHS does a great job by preserving and projecting the history of the Marauder in all aspects.

As an amateur historian of the airwar over Holland during WW II I became interested in the aspects and effort of the B26 raids on Amsterdam/Schiphol airfield in autumn 1943. After years of researching these attacks - the most feared by the Marauder-Mcn, as this airfield was the most heavily defended German A/D in NW Europe - I had the opportunity to write down the events. This resulted in "Doelwit Schiphol; De Amerikaanse aanvallen op de vliegbasis Schiphol in het najaar van 1943" ("Target Schiphol; The American raids on Schiphol airfield in autumn 1943"). This interesting and handsome book (200 pages and over 100 never published photos) is the very first publication which zooms in all aspects of the Marauder attacks on this airfield on 29 July 1943, 3 October 1943, 3 November 1943 and 13 December 1943.

Therefore I was surprised reading Kenneth J. Brown's story "Just one Mission" in Marauder Thunder (Vol.2 , no. 4 of October 1994). Just as an coincidence today it is 51 years ago that 200 Marauders attacked this very important German airfield and put it out of action for the rest of the war.

The very first attempt destroying Schiphol by the Marauders was on 29 July 1943. Nr. 323 Bomb Group detailed 18 Marauders, but due to improper landfall "Ymuiden" this mission was canceled. The next mission was on 3 October 1943. Nrs. 322 and 323 Bomb Group detailed 36 planes each and bombed target with fair results. Various Me-109's

- 1 We hold a monthly meeting in Liege where every member is welcome. We put together the results of our researchs and of our activities. Very often, there is a lecture or a debate on a subject of the battle and sometimes a film.
2. We publish a three-monthly newsletter in french. It includes articles on the battle, accounts on activities, ceremonics and meetings, interviews of soldiers and civilians and comments on books or documents.
3. We participate in cultural events and exhibitions on the "Battle of the Bulge". We have taken part in radio and T.V. programs on the Belgian waves. Our association has contributed to a five hour film produced by the Belgian T.V. for the 40th Anniversary of the Battle. That film was given the Award "Antennes de Cristal" for the best Belgian documentary film of the year
4. We take part in all ceremonies reminding the Ardennes Campaign but especially in the ceremonies of Memorial Day in Belgium with wreath laying at the American Military Cemeteries in La Neuville-en-Condroy and also Henri-Chapelle but also in Baugnez (Malmedy massacre). War is over, years have passed. Time restored to health souls and bodies. Houses were rebuilt. The tough Ardennes people went through the anguishes of the fightings and horrors of the war. But we have not forgotten the price for our freedom. Thousands of little white crosses lined up in the American Military Cemeteries of La Neuville and Henri-Chapelle are testimony for history and for men of the violent fightings on the Ardennes Theater of Operation. Every year, we remember and go there to lay a wreath and pay our respects to the memory of our proud liberators.
5. Finally, one of our most important activity is the welcome to American Veterans who come back to the battlefields. We help them finding villages, houses, crossroads, aid stations and even their own foxholes. Sometimes, we have American families who are coming for a pilgrimage to the country where they lost a loved one. Sometimes, we accompany groups and try to show them places of particular interest. Very often we take smaller groups or individuals to the specific places they went to visit.

Numerous letter from Americans friends make us believe that we are successful.

Such letters make us feel happy and are an incentives encouragement to go on.

To conclude, I want to say a few words about our members.

WHO ARE THEY?

Of course, many of us who have known the war are more interested in the story of the Battle of the Bulge than young people

But surprisingly, many of our members are young people who were not born at the time, and they take a very important part in our activities

Two women are even members of our Board

We believe and we hope that they will go on when we pass away

André Hubert, Honorary President

Christian Kraft de la Saulx, President

Monique Maesman, Secretary



C.R.I.B.A.

Center of Research and Information on the Battle of the Bulge.

The five letters C.R.I.B.A. stand for "Centre de Recherches et d'Informations sur la Bataille des Ardennes" which means "Center of Research and Information on the Battle of the Bulge"

This association, founded in March 1980, is a non-profit, a non-political and non-philosophical organization.

It seems necessary to say a few words about the origins of C.R.I.B.A

The Commemoration of the 35th Anniversary of the Battle of the Bulge brought together two men who developed a keen interest for the history of a period they had well known. They talked about the supposed attack by the German panzers of an American gasoline dump near Stavelot. This attack was put on the screen by Ken Annakin in a beautiful and very sensational film "The Battle of the Bulge" with such marvelous actors as Telly Savalas and Henri Fonda. But, eventually, the story of the gasoline dump is a mere legend.

For these two history lovers, it seemed absolutely necessary to restore the TRUTH and get rid of such misleading legends. So by common consent, they decided to organize meetings and debates for people who were interested in the history of the Battle known in the U.S.A as the "BATTLE OF THE BULGE".

C.R.I.B.A. was about to be born with the following goals:

- 1 To get together all those who are interested by the events of the Winter 1944 - 1945 in the ARDENNES, remembering the words of a famous Spanish writer, Salvador de Madariaga: "THOSE WHO FORGET THE EVENTS OF THE PAST ARE CONDEMNED TO LIVE THEM AGAIN"
- 2 To collect documents, pictures, testimonies from soldiers and civilians to establish a detailed documentation on the Battle of the Bulge.
- 3 To inform our fellow-citizens and perpetuate the memory of the sacrifices of the soldiers and the civilians. Particularly young people, who didn't know the war must learn that sometimes in your life you have to take a responsibility like thousands of young Americans did because they knew that freedom is one of the most valuable thing for countries and human beings
- 4 To help preserve historical data and sites
- 5 Another goal is to organize contacts with War Veterans. Fully aware of the awful consequences that a successful German counter-attack in December 1944 would have meant for us, Belgians, we are anxious to express our sympathy and gratefulness to the Allied Veterans of the Battle

We want to attest the spirit, the unselfishness, the devotion to duty and the valor of those who lived that

J. Potche
8 Sur les Roches
B-4960 Malmedy
Belgium

Malmedy, le 14-09-2001

Mr L.Kisner
P.B. Box 246
DURBIN
W.V. 26264
U.S.A.

Dear Sir,

The C.R.B.A. (Center of Research on the Battle of the Bulge) has the honor of sending you the enclosed diploma for the part you played in the victory of the Allied troops during the WWII.

This diploma is reserved, usually, to the soldiers that fought during the Battle of the Bulge but we send it to you as an exceptional mark of sympathy and gratefulness.

With my sincere and friendly congratulations



Joseph
Joseph

Enclosed you will find information on the activities of the CRIBA

Dear Mister Kisner

I am very glad to know you are in good health.
Do you remember when you ware in my parents's home ?



St Hadelin
Sept 1944

My father - my grand-mother - me - () my mother - you my cousin and his sister - my aunt

My father died in 1982 (85 years old)

My mother died in 1993 (91 years old)

My grand-mother died in 1975 (99 years old)

My aunt died in 1985 (82 years old)

On this photo I was 16 ! Now I am 72.

In 1952 I got married with Marie-Louise. We have 3 sons, one daughter and 8 grandchildren

I was principal of the schools of our town. (Malmedy - Belgium)

I am retired since 1985.

My hobby is the study of the Battle of the Bulge.

Do you know the name of your companion ? Is he still in live ? I think his first name was Andre or Andy(?).

Before you came in my parents's home, you ware in the home of LOUIS FECHIR in the village of FORET

Louis FECHIR died in 1975 (84 years old). His wife died in 1960 (67 years old). His son NICOLAS died in 1996. Marie (78) and Celine (76), the daughters of Louis FECHIR, live in TROOZ, a town near FORET.

I schould receive one photo of you. Is it possible ?

I join a document I have since long time.

(I excuse my English)

Sincerely,

Joseph Pothen
Sur les Roches 8
B-4960 Malmedy
Belgium

Vendredi

Liege doit être pris.
Les aménagements sont
effectués, Béguine.

Lt Dlogh E. Lesuer.

Bo 25

Frank, Witta

You wrote your name
in my note-book

Freiday 8 Septembre
1944.

Lege doit être pris.
Les emménagements sont
en fâcherie, Dijon.

Lt. Llogh E. Lester.

Boys 25

Frank, Wutta

You wrote your name
in my note-book

Freiday 8 September

Subject: Fw: Concerning Lloyd Kisner

Date: (No, or invalid, date.)

From: "Doreen" <jaysam@neumedia.net>

To: "becky and fred" <hsbenton@yahoo.com>

CC: "cathy" <cornedorf@access.mountain.net>, "frank&robin" <fnrmams@neumedia.net>, "franny" <cmams@wvu.edu>

Becky we are getting some info. I talked to Carol Erickson and she said she has n
Sam

Date: Thursday, January 18, 2001 01:54:38

> From: POTHEN Joseph

> To: jaysam@neumedia.net

> Subject: Concerning Lloyd Kisner

>

> Madame Widney,

> I am very happy to find again your uncle Mr Lloyd Kisner.

> In may 1944 after bombing an bridge in Liège (Belgium), his aircraft was shot
down. Fortunately, your uncle was not killed in the crash of his B-25. I do
not know how he came in the house of Mr Louis Féchir in the village of FORET
near Liège (Belgium).

> On September 6 or 7, SS of the German army attacked Belgian Resistant
fighters in FORET.

> Quickly Louis FECHIR took two airmen (Lloyd Kisner and an unknow) and came in
my parent's home in Saint-Hadelin (4 miles from FORET). Louis FECHIR was a
cousin of my mother. It was very dangerous to protect American soldiers during
the war!

> Lloyd was sleeping in the bedroom of my parents. He wrote his name in an
note-book I have kep till todays. At that time I have the opportunity to take
one photo of the first American I met in my live and before the withdrawal of
The german army!

> 6 or 7 days later, our liberators, the American Army, got to Saint-Hadelin. Mr
Kisner and his companion got back to the American Army.

> At that time, I was 16. I have never forget all what heppened in 1944-1945.
> Thank you for what you did for me.

> P.S. excuse my English

Joseph Pothen

Malmedy, le 07-02-2001

Dear Mister Kisner

I am very glad to know you are in good health.
Do you remember when you were in my parents's home ?



My father - my grand-mother - me - my mother - you - my cousin and his sister - my aunt

My father died in 1982 (85 years old)

My mother died in 1993 (91 years old)

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I join a document I have since long time
(I excuse my English)

Sincerely

Joseph Pothen
Sur les Roches 8
B-4960 Malmedy
Belgium

~~CONFIDENTIAL~~

Classification changed

By E. A. FRANCOIS, 1st. Cal. AG
By T. M. STURGEON, ODA, AG
Date: MAR 16 1946

NAME OF PILOT: 1st Lt. G. C. D. T. S.
SUBORDINATE AIR FORCE
A. M. U. T. C. R.

50.0

PISSED UP IN THE AIR

IMPORTANT: This report will be triplicated by each Army Air Forces organization, and at the time of the time an aircraft is officially reported missing.

1. ORGANIZATION: Air Station 358; Command of Air Force 8th Air Force
Group 323rd Bomb Group (N) Squadron 455th Detachment
2. SPECIFIC Point of Departure Air Station 358; Journey As Briefed
Intended Destination Liege, Belgium; Type of Mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
High base, no low clouds, visibility 6-8 miles.
4. GIVE: (a) Date 5/25/44; Time 1023; and Location Liege, Belgium
of last known whereabouts of missing aircraft.
(b) Specie: whether (x) Last sighted; () Last contacted by Radio;
() Forces Down; () Soon to Crash; or () Information not Available.
5. AIRCRAFT WAS LOST, OR IS SUSPECTED TO HAVE BEEN DOWN, AS A RESULT OF: (Check
only one) () Enemy Aircraft; (x) Heavy Anti-Aircraft; () Other Circum-
stances as follows:
6. AIRCRAFT: Type, Model and Series B-26B-50; Serial Number 42-95929
7. ENGINE: Type, Model and Series 12-2300-43; Serial Number (a) 1P-060369
(b) 1P-060411; (c) _____; (d) _____
8. INSTALLED IN: 2 (number of crew); Type of Serial Number:
(a) _____; (b) _____; (c) _____; (d) _____
(e) _____; (f) _____; (g) _____; (h) _____
9. THE CREW: List the crew and their condition: (x) Little Casualty
() _____
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Or 6; Passengers 5; Total 6
(Starting with pilot, furnish the following particulars: If more than 10
persons are aboard aircraft, list similar particulars on separate sheet
and attach original to this form.)

Crew	Condition	Name in Full	Rank	Serial
1. Pilot	<u>1st Lt. G. C. D. T. S.</u>	<u>1st Lt. G. C. D. T. S.</u>	<u>Captain</u>	<u>0-662639 RJD</u>
2. Navigator	<u>2nd Lt. Gough, William S.</u>	<u>2nd Lt. Gough, William S.</u>	<u>1st Lt.</u>	<u>0-655545 RJD</u>
3. Bombardier	<u>1st Lt. Kiser, Lloyd E.</u>	<u>1st Lt. Kiser, Lloyd E.</u>	<u>1st Lt.</u>	<u>0-731762 RJD</u>
4. Radio Operator	<u>1st Lt. McCordle, James T.</u>	<u>1st Lt. McCordle, James T.</u>	<u>2/Sgt.</u>	<u>12121132 RJD</u>
5. Aerial Engineer	<u>1st Lt. Craig, Gordon K. V.</u>	<u>1st Lt. Craig, Gordon K. V.</u>	<u>6/Sgt.</u>	<u>20618914 RJD</u>
6. Tail Gunner	<u>1st Lt. Wootton, Frederick C.</u>	<u>1st Lt. Wootton, Frederick C.</u>	<u>6/Sgt.</u>	<u>35112384 RJD</u>
7. <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
8. <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
9. <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
10. <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
11. IDENTITY OF OTHER PERSONS IN AIR PLANE: NO AND PERSONS IN AIR PLANE UP TO LAST KNOWN TIME OF AIR-
CRAFT, AND THEIR APPROPRIATE RANKS: NO INDICATED RANK FOR ALL:

-1-

~~CONFIDENTIAL~~



Doreen

From: "POTHEN Joseph"
To: "Widney Jay" <jaysam@neumedia.net>
Sent: Tuesday, December 04, 2001 11:24 AM
Subject: Uncle Dabney

Dear Madam,

Your latest letter make me very happy when I learn good news concerning your uncle Dabney.

My wife and I sent to you all our best wishes for 2002.

Merry Christmas and Happy New Year

Yesterdays my wife and I were going to the SHAPE (Supreme Headquarters Allied Powers Europe) in Mons, 230 km from Malmedy. Every years, the City of Malmedy offers a Christmas tree from our forests to the SHAPE. We were part of the offici delegation.

Since the terrorist attack on New York, the control to go in this center is very strict.

We have had the opportunity to visit the Child Development Center Briefing: a splendid American center for children from 6 months to 5 years.

Our delegation was presented to the SACEUR (the big boss), the general U. RALSTON. (4 stars)

At 16.00, our Mayor and the SACEUR have illuminated the Christmas tree.

All the days: aperitifs, receptions, aperitifs, receptions ... Super!!!

I am now preparing the ceremony at the monument of Baugnez (Malmedy) where 8 G.I's were killed by the German SS on December 17 1944.

Sincerely Joseph

J. Pothen
Sur les Roches 8
B-4960 MALMEDY
Belgium

Malmedy, 17-01-2001

Mr Lloyd Kisner
P B Box 246
Durbin WV 26264
U S A

Dear Sir,

I am very happy you are still in good health
Your nephew, C Erickson Jr gave me your address by « Internet ».
Did you remember when you came in my parents's home, four or five days before the arrival of the American army on September 11
Before that, you were hiding in the home of Louis Féchir in the village of Forêt
Louis Féchir was a cousin of my mother
During the withdrawal of the german army, the S.S. attacked Belgian Resistant fighters in the village of Forêt. Then Louis Féchir came with you and an other G I in Saint-Hadelin where I was living. You were sleeping in the hedroom of my parents ! At that time, you wrote your name in a little note-book I have kept till today !

I enclose a copy of the page where you wrote your name and the photo taken in the beginning September 44 On the photo I was 16. I am now 72 !!!

I am looking forward to hearing from you !

Was your B -26 shoot down by enemy aikraft or enemy anti-aircraft ?

Can you explain me what happened after you were shot down ?

How did you come to Louis Féchir's house ?

Do you know the name of the other airmen on the photo ?

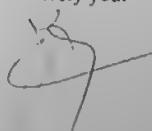
Is he still living ?

I hope to receive a photo of you

I am very happy to have found you again

I shall write to in the coming days or weeks

Sincerely your



Doreen

From: "POTHEN Joseph"
To: "Widney Jay" <jaysam@neumedia.net>
Sent: Sunday, August 26, 2001 5:41 AM
Subject: Uncle Dabney

Dear Madam Doreen,

During the holidays months I did not receive any new pieces of information concerning
your uncle.

However I have discovered the young girl your uncle calls "Mimi", with whom he learned a few French words.

I called up this person; she very well remembers her airmen friends Lloyd and Andy. This lady has forgotten nothing of that already far away era. She was happy to know how I succeeded in tracking up your uncle. She wishes you to say a friendly "Hello" to your uncle and assure him of her good memories,

Your friendly,

Joseph

I think pilots used to give names to their planes. Can your uncle remember the names of his planes and, more particularly, the name of the plane with which he crashed in Belgium?

J. Pothen
Sur les Roches 8
B-4960 Malmedy
Belgium

Malmedy, le 18-04-2001

Mr Lloyd Kisner
P.B. Box 246
DURBIN
26264 W.V.
U.S.A.

Dear Sir,

I am sending old photos of the village of FORET and of Louis FECHIR and his wife.

I hope you will recognize the house where you were living in 1944.

Your photos make me happy.

I thank you for all information you give me through your niece, Madam Doreen.

I have no information about Mimi Brisco, but researches continue.

I thank you for all.

If you have any questions....ask to me!

God bless you



Joseph Pothen